

Wing and Group Commanders: Requests for this weekly news bulletin, we regret, have exceeded the limit of our mechanical facilities. At the present stage it is possible only to send ten copies to each of the Wing and Group Commanders. We hope this will take care of the more urgent needs of Wing Staffs and that the Group Commanders will send a copy to each of their Squadrons. With the small headquarters staff now available, CAP cannot send larger quantities to any one command nor can individuals be added to the mailing list.

DESIGNATED AIRPORTS--The new CAA wartime regulations which went into effect on February 15 are an incentive to CAP organization. Unscheduled flight operations are restricted to designated landing areas under strict rules as to clearance and the filing of flight plans. A 24-hour watch must be maintained at designated airports by guards deputized by local police authorities to make arrests.

These rules may work some hardships, especially at the start. Private pilots will have to prove that they can keep out of the hair of the Aircraft Warning System and the Interceptor Commands by compliance. Later on, if all goes well, it may be easier.

But the rules are flexible enough so that it should be possible to take care of local situations where the pilots and other CAP members are willing to share the task of guard and clearance duty. See your local CAA inspector. He is empowered to make temporary designations of landing areas (some 1,600 have been approved to date) and to work out the type of plan that will best meet the conditions at your airport. Don't write the Washington CAA offices.

The impression is that a whole corps of guards is required at an average field but in most cases one will suffice. "At least one person with police power sufficient to arrest or detain any person shall be on duty throughout the entire 24 hours." Where planes are staked out, there must be a guard for each area 300 yards long and 3 airplanes deep.

Where the planes are in a locked hangar, a deputized volunteer will suffice through the hours when the airport is not operating, if the hangar is equipped with a siren or other means of giving the alarm and summoning aid. A CAP Flight can arrange to set up a bunk in the hangar and its members can take turns on the night shift.

Since there has been a delay in issuing FBI-approved identification cards to certificated pilots, CAA has ruled that Civil Air Patrol identifications will be acceptable as proof of citizenship for volunteers for guard duty. The duties of management personnel can be combined in a minimum number of individuals. Rules allow one man to hold more than one emergency post.

Thus the CAP units can be a strong force in keeping airports open throughout the country. Walker W. Winslow, Indiana Wing Commander, has issued the following memorandum in his area:

"The new regulations for designated airports give us the greater opportunity to demonstrate our versatility and carry on. Now, as never before, it is important that our full strength be mobilized. We may be called upon to man many airfields to keep them open for air commerce. Push enlistments to the utmost and seek volunteers for this and other services."

PLANE PRIORITIES FOR CAP--The War Production Board order limiting the sale of light aircraft under 500 horsepower sets no limits on planes for CAP. Here is part of the official text:

"The Army and Navy will require large numbers of light aircraft in the immediate future and additional quantities will be needed for the Civil Air Patrol, the Civilian Pilot Training Program, and various State Guard units. There will be no limitation on the sale of light aircraft to these agencies."

A member of CAP can buy a plane if he signs a statement that it is purchased solely for CAP activity, with the agreement that the buyer will retain it until not less than 300 hours of use on CAP work is certified in its log book. Companion orders are expected shortly on maintenance parts and airplane tires so that CAP members will be assured of being able to keep their ships in good condition.

RECRUITING SUGGESTIONS--Certain misconceptions as to the obligations incurred by joining the Civil Air Patrol doubtless have deterred some eligibles from signing up. These points should be made plain--

CAP work is all voluntary. The Patrol needs members who will pull their weight in the program. But none may be compelled to put in more time than the individual wants to give of his or her own volition.

Similarly, fears on the part of plane owners that they may have to lend their planes to other members are unfounded. If anyone lends a plane, it will be on his own. Naturally CAP officers do not wish to be responsible for possible damage to borrowed planes and will refrain from the slightest suggestion that an owner should make his ship available to other members of his unit.

CAP NOT A FLYING REQUISITE--Another false belief is that private pilots are barred from flying unless they are CAP members. Each Wing Commander should seek to correct this impression.

AIR MARKERS--As previously noted, the Army has ordered all air markers within 150 miles of the East and West Coasts screened or obliterated so that an observer from the air cannot tell that a marker was ever there. Screening is preferable so that the markers can be restored after the war. The order applies to Florida but not to the Gulf States. In the interior, present markers can stay but no new ones should be installed.

CAP units can cooperate with CAA by making flight checks to see that all markers are fully screened in the coastal regions. Elsewhere they can make surveys as to the location of existing markers with notes as to how they might best be screened in emergency. The Arkansas Wing has been making such a survey, it is reported by Wing Commander Gilbert Leigh.

COUNT THE STEEPLES--Early flight exercises may well include the training of observers to spot specific features of the landscape. One way to check their accuracy is to fly over a strip of, say, 50 miles by 10 miles and have them count the church steeples. The number can be ascertained in advance by use of large scale maps. An observer is likely to miss a good many on first trials and improve his score rapidly on further flights.